In the claims:

1. (Currently Amended) An active keyed locking system for a vehicle comprising:

a keyed actuated device;

a non-mechanically operated position sensor proximate to ~~i~~said keyed actuated device and generating a position signal indicative of position of said keyed actuated device; and

a controller electrically coupled to said position sensor and enabling at least one vehicle component in response to said position signal.

2. (Original) A system as in claim 1 wherein said keyed actuated device is a lock assembly.

3. (Original) A system as in claim 1 wherein said keyed actuated device is a key.

4. (Original) A system as in claim 3 wherein said key comprises a signal generator generating a transmission signal.

5. (Original) A system as in claim 3 wherein said key comprises a field-altering device.

6. (Original) A system as in claim 3 wherein said key comprises a magnetic device.

7. (Original) A system as in claim 3 wherein said key comprises:

a coil; and

a transponder coupled to said coil and generating a transmission signal.

8. (Original) A system as in claim 3 wherein said key generates an authorization signal, said controller enabling at least one vehicle component in response to said authorization signal.

9. (Original) A system as in claim 1 wherein said position sensor is selected from at least one of a series of magnets, a coil, a potentiometer, an encoder, an optical sensor, an infrared sensor, a hall effect sensor, a rotary variable differential transformer, a rotary variable inductance transducer, an angular position sensor, or a resolver.

10. (Original) A system as in claim 1 wherein said position sensor is coupled within a base station.

11. (Original) A system as in claim 1 wherein said controller enables a vehicle component selected from at least one of a vehicle accessory, an ignition, a door lock, and a vehicle system in response to said position signal.

12. (Original) A system as in claim 1 further comprising a recognition device recognizing a key and generating a recognition signal wherein said controller enables the active keyed locking system in response to said recognition signal.

13. (Original) A system as in claim 1 wherein said keyed actuated device is a lock assembly, said lock assembly comprising a key antenna.

14. (Currently Amended) An ignition enabling system for a vehicle comprising:

a key having a transponder;

a lock assembly;

a position ~~sensoh~~sensor ~~proximate to said lock assembly~~sensing position of said key, in response to a change in an electric field proximate said lock assembly, and generating a position signal indicative of [[a]]said position ~~of the key~~; and

a controller electrically coupled to said position sensor and enabling at least one vehicle component in response to said position signal.

15. (Currently Amended) A method of enabling at least one vehicle component through use of an active keyed locking system comprising:

actuating a keyed actuated device;

determining position of said keyed actuated device without physically contacting said key actuated device and generating a position signal; and

enabling the at least one vehicle component in response to said position signal.

16. (Original) A method as in claim 15 further comprising:

recognizing a key and generating a recognition signal; and

enabling an active keyed locking system in response to said recognition signal.

17. (Original) A method as in claim 16 further comprising activating a base station in response to said key recognition.

18. (Original) A method as in claim 15 further comprising:

generating a first authorization signal;

generating a second authorization signal in response to said first authorization signal;

verifying said second authorization signal; and

generating said position signal in response to said verification.

19. (Original) A method as in claim 15 wherein determining position of said keyed actuated device comprises:

generating at least one base signal;

altering said at least one base signal via actuation of said keyed actuated device; and

generating said position signal in response to said alteration of said at least one base signal.

20. (Original) A method as in claim 19 wherein said at least one base signal is modulated using a modulation technique selected from at least one of amplitude modulation, frequency modulation, and phase modulation.